Recommendation of Committee for Construction of Modern Airport at Bangalore

1160. SHRI B. K. HARIPRASAD : Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state :

(a) whether Government are aware that Bangalore is one of the fastest growing city in the entire South East Asia;

(b) whether Government have constituted a committee for recommending sites for taking up construction of a modern airport at Bangalore to cater to the needs of travellers from the country; and overseas; and

(c) if so, the recommendation made indicating when these were received and the time frame for implementing these ?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI MADHAVRAO SCINDJA) : (a) to (c) Considering the requirements of Bangalore City, a Committee was set up, the report of which is received by the government. Final view in the matter will be taken only after techno-economic factors arc considered. At this stage, no time frame can be given.

Functioning of Vayudoot

1161. SHRI VIREN J. SHAH : Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state :

(a) whether Government propose to close down Vayudoot service;

(b) if so, from which date and what are the reasons thereofor;

(c) the extent of losses incurred by Vayudoot so far during the last three years; and what are the details of its pending liabilities;

(d) what steps Government have taken to improve its working conditions and make it a profitable concern;

(e) the extent to which Government's policy of allowing private airlines to compete with Indian Airlines has proved successful and what are the details in this regard; and

(f) what are the flying hours of pilots of private airlines as compared to pilots of Indian Airlines ?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI MADHAVRAO SCINDIA) : (a) and (b) The future of Vayudoot is under consideration.

(c) The estimated losses incurred by Vayudoot during the last three years art as follows :—

Years	Estimated loss (Rs. in crores)
1989-90 . . .	35.82
1990-91 . . .	37.08
1991-92 . . .	30.59

The estimated liabilities of Vayudoot as on 30-09-92 is Rs. 182.29 crores.

(d) Rationalisation of rolltes and fares, redeployment of surplus staff in other or ganisations and reduction in lniantcnance cost of aircraft are some of the measures taken to improve the viability of Vayudoot operation.

(e) Government has till date issued Air Taxi Operator's Permit to 10 Operators and they have carried 15096 passengers during 1990 and 32817 passengers during 1991.

(f) The maximum flying hours prescribed by Director General of Civil Aviation is 125 hours per month for all the pilots. However, Indian Airlines pilots fly only upto 65 hours per month.

Annual revenue return of International Airports

1162. SHRI ANANTRAY DEVSHANKER DAVE : Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state :

(a) what is total revenue return froms four major international airports at Delhi, Bombay, Calcutta and Madras controlled by I. A. A. I. during 1991-92;

(b) what is the total yearly expenditure on Airport maintenance in India and whether it costs more than annual budget;

(c) what is major expenditure of airport maintenance and whether it is a fact that our airport runways are not competitive for Jet Air-craft except at Delhi and other three major international airports; and

(d) whether our Airports are not making profits as per expectations, and if so, what are the reasons therefor ?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI MADHAVRAO SCINDIA) : (a) Total re venue earned during 1991-92 for Delhi, Bombay, Calcutta and Madras was Rs. 237.07 crores by International Airports Authority of India and Rs. 110.60 crores by National Airports Authority.

(b) The total expenditure on repair and maintenance of these four Airports during 1991-92 was Rs. 30.53 crores as against the budget of Rs. 30.44 crores.

At Trivandrum, the expendiutre on repair and maintenance during 1991-92 was Rs. 1.47 crores against the budget of Rs. 2.32 crores.

(c) The maor expenses of Repair and Maintenance are for civil and electrical maintenance of terminal buildings, runways, aprons, etc. as well as maintenance of equipment. All international and domestic airports where Indian Airlines operate are equipped to handle jet aircraft.

(d) All international airports are making profits with the exception of Trivandrum. All domestic airports are running into losses. The reasons for the same is infrequent services by airlines operators; under utilisation of capacity; maintenance of idle airports; Free service to the Defence and other paramilitary organisations and subsidy to Indian Airlines and Vayudoot by way of reduced charges.

राजस्थान कैलादेवी में पर्यटन

1163. **श्री शिवचरण सिंह :** क्या नागर विमानन और पर्यटन मंत्री यह बताने की कृपा करेंगे कि :

(क) राजस्थान के पूर्वी भाग में करौली स्थित कैलादेवी की प्रति वर्ष कुल कितने पर्यटक यात्रा करते हैं ;

(ख) क्या यह सच है कि उत्तर प्रदेश, मध्य प्रदेश और राजस्थान के लाखों हिन्दू परिवार इस स्थान पर आते हैं; और

(ग) क्या सरकार ने पर्यटकों के लिए कोई सुविधाएं उपलब्ध कराई है, यदि हां, तो उनका ब्यौरा क्या है, और यदि नहीं, तो उसके क्या कारण है ?

नागर विमानन और पर्यटन मंत्री (श्री माधव राव सिंधिया) : (क) और (ख) संगत आंकड़े उपलब्ध नहीं हैं ।

(ग) किसी स्थान विशेष पर पर्यटक सुविधाओं के विकास के लिए केन्द्रीय सरकारी सहायता संबंधित राज्य सरकार से प्राप्त विशिष्ट प्रस्तावों के आधार पर उपलब्ध कराई जाती है ।

जनवरी से अक्टूबर, 1992 के दौरान रद्द की गई इंडियन एयरलाईन्स की उड़ानें ।

1164. **श्री अजीत जोगी :**
श्री राधा किशन
मालवीय

क्या नागर विमानन और पर्यटन मंत्री यह बताने की कृपा करेंगे कि :

(क) जनवरी से अक्तूबर, 1992 की अवधि के दौरान इंडियन एयरलाइन्स की कितनी उड़ानें रद्द की गई और उसके क्या कारण हैं ;

(ख) प्रभावित यात्रियों के लिए क्या वैकल्पिक व्यवस्था की गई थी; और

(ग) ऐसी घटनाओं की पुनरावृत्ति को रोकने के लिए क्या कदम उठाए गए हैं/उठाए जाने का विचार है ?

नागर विमानन और पर्यटन मंत्री (श्री माधव राव सिंधिया) : (क) जनवरी से अक्तूबर, 1992 की अवधि के दौरान विमान अनुरक्षण और